No.1762s 2 pages/1 map
...July 1953
The Navy Commander-in-Chief Office
...July 1953

TO: U.S.S.R. MINISTER OF DEFENSE
MARSHAL OF THE SOVIET UNION
COMRADE BULGANIN N.A.

Reporting:

The Pacific Fleet Commander reported that on July 29 at 7:16 a.m., Vladivostok time, two Pacific Fleet MIG-17 fighters shot down an American intruder plane of B-50 type 15 km south of Ascold island, in our territorial waters, under the following circumstances:

At 6:44 a.m. the Fleet radar stations detected an unknown plane 130 miles south of Cape Gamov bound for Cape Gamov, Vladivostok.

At 6:56 a.m. two patrol MIG-17 fighters were ordered to take off from Nikolayevka airfield to cover Vladivostok.

The Fleet radar stations continued tracking the unknown plane and at 7:01 a.m detected it in our territorial waters; the intruder was bound for Ascold island at the altitude 10,000 m.

In order to identify the intruder and ascertain the purpose of its appearance in our waters the two fighters were directed at 7:06 a.m. to rendezvous the intruder

At 7:11 the element leader (flier Cpt.Rybakov) detected the intruder 10 km south of Ascold island; the intruder was an American B-50 plane with red stripes on the fin and U.S.A.F. identification marks.

Our fighters were attacked by the intruder upon approaching for identification; the leader fighter's left surface and the fuselage front were damaged.

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials TES

Sensing the strike on the fuselage and cabin depressurization, the leading flier Cpt.Rybakov returned fire at the altitude 7,000 m and ordered his wingman 1st Lt. Yablonsky also to open fire on the intruder.

At 7:16 a.m. the intruder breaking to parts and on fire fell into the sea at the distance 15 km (8 miles) south of Ascold island

Our fighters returned to the home base. Shell hits on the left surface and fuselage and landing gear damage were found on the leading fighter.

According to radio intercept information, at 2·20 p.m. four U.S. rescue squadron planes departed on the alert from Misawa airfield, Japan, to the place of incident.

Aerial inspection was impeded due to dense fog over the sea in Vladivostok area and the place of impact.

I consider the actions of our fliers to be correct, as in compliance with Article 7 of the Minister of Defense Order No. 00117-1953, they opened fire on the intruder plane when it was over our territorial waters, that is, over our territory, and displayed hostility towards our planes by opening fire on them.

Annex: 1 map

The original signed:
ADMIRAL OF THE NAVY
/N.KUZNETSOV/

Authenticated by (signature)
THE NAVY GENERAL STAFF
DIRECTOR OF OPERATIONS
REAR-ADMIRAL
/YAKOVLEV/

29 July, 1953

No. 1765s 1 page
..July 1953
The Navy Commander-in-Chief Office
..July 1953

TO: U.S.S R. MINISTER OF FOREIGN AFFAIRS
COMRADE MOLOTOV V.M.

In addition to the report on the shot down U.S. plane B-50 which intruded the territorial waters in the area of Vladivostok on July 29:

According to the Pacific Fleet radio intelligence data, Admiral Clark, Far East U.S. Naval Forces Commander-in-Chief, ordered to send ships to the area 55 km southeast of Ascold island to conduct search for the missing plane

The U.S. SB-29 plane flew out to the area of the proposed fall of B-50 plane, and at 8:29 p.m. reported to base about locating B-50 wreck, a rescue boat and seven men floating near the boat.

The U.S. command ordered two U.S. destroyers and one cruiser escorted by a destroyer to proceed to the area 55 km southeast of Ascold island to conduct search for the rescue boat and B-50 crew located by the SB-29 plane.

Annex: Map No.700, impression 3940, drawing 1038, 1 page, to the addressee only.

The original signed:
ADMIRAL OF THE NAVY
/N.KUZNETSOV/

Authenticated by (signature)
THE NAVY GENERAL STAFF
DIRECTOR OF OPERATIONS
RARE-ADMIRAL
/YAKOVLEV/

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 95 Initials JJS

No. 1766s 1 page
...July 1953
The Navy Commander-in-Chief Office
...July 1953

TO: U.S.S.R. MINISTER OF DEFENSE
MARSHAL OF THE SOVIET UNION BULGANIN N.A.

In addition to the report on the shot down U.S. plane B-50 which intruded the territorial waters in the area of Vladivostok on July 29:

According to the Pacific Fleet radio intelligence data, Admiral Clark, Far East U.S Naval Forces Commander-in-Chief, ordered to send ships to the area 55 km southeast of Ascold island to conduct search for the missing plane.

The U.S. SB-29 plane flew out to the area of the proposed fall of B-50 plane, and at 8:29 p.m. reported to base about locating B-50 wreck, a rescue boat and seven men floating near the boat.

The U.S. command ordered two U.S. destroyers and one cruiser escorted by a destroyer to proceed to the area 55 km southeast of Ascold island to conduct search for the rescue boat and B-50 crew located by the SB-29 plane.

Annex: Map No.700 - drawing No.1041, 1 page to copy No.1

The original signed:
ADMIRAL OF THE NAVY
/N.KUZNETSOV/

Authenticated by (signature)
THE NAVY GENERAL STAFF
DIRECTOR OF OPERATIONS
RARE-ADMIRAL
/YAKOVLEV/

29 July, 1953

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials JW

1778s 3 pages
..July 1953
The Navy Commander-in-Chief Office

TO: U.S.S.R. MINISTER OF DEFENSE
MARSHAL OF THE SOVIET UNION
COMRADE BULGANIN N.A.

On July 30, at 4·00 a.m., Vladivostok time, 5 U.S Navy ships, including 1 cruiser and 4 destroyers, were searching for the U S B-50 plane 55 km southeast of Ascold island.

According to the Pacific Fleet radio intelligence data, the U.S. cruiser reported to its command from the area of search on July 30 at 6 00 a.m. that one of the destroyers salved second pilot Lt. John Wrough who supposedly communicated that he and the crew found themselves in the water after the impact, and that the crew were somewhere in the area of search.

About 4:00 a.m., 45 km south of Cape Povorotny, two U.S. destroyers approached Soviet fish trawler No.423 which was fishing in this area. An American and a Japanese officers came up to the trawler in a motor boat launched from one of the destroyers and tried to get information about the B-50 plane, but failed to do it as they did not have a Russian interpreter.

The fish trawler No.423 arrived in the Nakhodka harbor at 11:00 a.m.

At 4:04 a.m. the commander of the search group ships reported to his command that one of the destroyers negotiated with a Soviet trawler which did not have on board either the plane crew members or the plane wreck; it was pointed out in the report that negotiations were impossible without an interpreter.

The area where the Americans located the plane wreck and the crew, and the approximate spot where the B-50 second pilot was salved are at a distance of 40-45 km southeast from the point where the intruder plane was shot down by our fighters.

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date 9 Dec 96 Initials HW

This circumstance gives every reason to assert that the plane was shot down over our territorial waters and, gliding sharply southeastwards from the altitude of 7,000 m at 400 km per hour, fell in the area 55 km southeast of Ascold island in 6-7 minutes.

Annex: Map, drawing No.1042 to copies Nos.1, 2, and 3, drawing No.1040 to copy No.4.

The original signed:
ADMIRAL OF THE NAVY
/N KUZNETSOV/
Authenticated by Chief of the 1st Dpt of the Navy Commander-in-Chief Office Intendance Colonel M.Pushkarev
THE NAVY GENERAL STAFF
DIRECTOR OF OPERATIONS
REAR-ADMIRAL
/YAKOVLEV/
..July 1953

POW/MIA AFFAIRS

Office of the Assistant Secretary of Defense
(International Security Affairs)
Rm 230, 3100 Clarendon
(703) 696-0525

DATE: 2/7/92

MEMORANDUM FOR Mr. Ptak

THROUGH BGEN Joertsz/COL Jordan

SUBJECT: Attached Copies of Soviet Internal Memoranda re: POW/MIA

Sir,

The attached memoranda were delivered to Secretary Baker by Foreign Minister Kozyrev during his most recent visit to the Soviet Union. They contain data relative to US State Dept demarches and other US inquiries relative to shoot downs of US aircraft and capture of US personnel. We're reviewing the documents to determine if there is any information which we had not previously know.

A copy has been given to DIA.

CDR Kinczel

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date 9Dec99 Initials TGS

We have carefully checked the information presented by the U.S. side on December 5, 1991 (by Mr. Jim Collins) concerning certain individuals who could have been detained in the Soviet Union in the 1950's.

As a result of our research, we have uncovered a series of documents which shed light on the fate of those individuals; the documents are being passed over to the U.S. side as a gesture of goodwill.

From these documents it emerges that:

-- Mr. Wilfred S. Kumish was handed over by Soviet authorities to the U.S. side in Berlin on September 5, 1955.

-- Mr. Sidney Ray Sparks was handed over to U.S. authorities on 17 February 1956.

-- Research conducted in 1955 established that U.S. citizens Verta Elizabeth Thompson and William Baumiester were not held on the territory of the Soviet Union.

-- A B-29 aircraft was shot down June 13, 1952 to the south of Valentine Bay in the Far East. Members of the crew of that aircraft were not found by patrol ships or on-duty border guards.

-- In relation to the crew of a B-50 aircraft (the incident occurred July 29, 1952 in the Sea of Japan), we have established that pick-up operations of the Americans were not carried out by the Soviet side.

Beside the remains of six crew members of a U.S. Airforce C-130 which crashed in the area of Yerevan September 2, 1958, and which were handed over to the U.S. side, we did not discover any other U.S. pilots from that airplane.

-- As to the question touched on by the U.S. side about the fate of Col. Serny and 1st Lt. Kushman, we would like to have more detailed data (year and place of birth, first names, etc.) which would allow us to provide a more definitive answer.

List of Copies of Documents

1. Letter of the Deputy Minister of State Security of the USSR, N. Stakhanov, to the Deputy Minister of Foreign Affairs of the USSR, V. A. Zorin, (July 25, 1952).

2. The exchange of notes between the Soviet Government and the United States Government, and also drafts of notes to the Central Committee of the CPSU, directives of the Central Committee concerning the incident with a U.S. plane which violated Soviet borders, on 29 July 1953 (July 1953 - November 1954).

3. Drafts of notes to the Central Committee of the CPSU, resolutions of the Central Committee and the draft of a Note to the U.S. Government in connection with violation by a U.S. military airplane of the State boundary of the USSR on 2 September 1958 (September 1958 - August 1959).

4. Correspondence between the MFA and the Ministry of Internal Affairs concerning release from prison of U.S. citizen Kumish (August - September 1955).

5. Correspondence between the MFA and the Ministry of Internal Affairs concerning the whereabouts of U.S. citizen Baumeister (October - December 1955).

6. The Note of the MFA of the USSR to the U.S. Embassy in the USSR concerning American citizens presumably detained by Soviet authorities (4 February 1956).

7. Communication of the Ministry Internal Affairs of the USSR on the release from prison of U.S. citizen Sparks (22 February 1956).

In the following documents only saluations, the body of the text and signatures are translated.

Classification designations and other identifying notes and remarks are omitted in these translations.

No. I4/osa

The Ministry of Foreign Affairs of the Union of Soviet Socialist Republics presents its compliments to the Embassy of the United States of America and in connection with Embassy Notes No. 314 of 9 November and No. 348 of 23 November, 1955 has the honor to communicate the following.

1) In the Embassy Note of 9 November there is a request to turn over information about a series of U.S. citizens who are presumably being held by Soviet authorities. In connection with this request the following information is offered.

As the result of an investigation conducted by appropriate Soviet agencies it has been established that U.S. citizens Charles Demmler, Verta Elizabeth Thompson and William George Baumeister are not on Soviet territory.

As already communicated in the Ministry's Note No. 75 of August 19, 1955, U.S. citizens Serni (or Gzherni, Charni, Cherni or Chenni) and Kushman (or Koshman, Kochman) are not on Soviet territory which has also been confirmed by a supplementary investigation.

As to Winter a response was given to the Embassy in a Ministry Note of November 22, 1955 in which it was communicated that U.S. citizen Richard C. Winter was not being held by Soviet authorities in Austria and had not appealed to Soviet representatives with a request for political asylum.

Through the investigation conducted by the appropriate Soviet agencies it has been established that U.S. citizen Sidney Ray Sparks is serving a sentence for crimes against the USSR. At the present time a decision has been made to release Sparks and to transfer him to U.S. authorities.

To the U.S. Embassy, Moscow

As to the rest of the U.S. citizens enumerated in the Embassy Note of 9 November, inquiries are being conducted and the Embassy will be informed of the results.

2) In the Embassy Note of 23 November which is a response to the Ministry's Note No. 75 of 19 August 1955 there is information about a series of Soviet citizens detained by U.S. authorities in West Germany.

The Ministry notes that the U.S. side did not present the Soviet side information in a timely fashion about the arrest and sentencing of the Soviet citizens enumerated in the above mentioned notes, which it should have done in accord with its obligations under the Litvinov-Roosevelt Agreement.

The Ministry expresses the hope that the U.S. government will find it possible to transfer to Soviet authorities the Soviet citizens listed in the 23 November Embassy Note, who are serving sentences passed by American courts.

As to Soviet citizens who as indicated in the Embassy note have been released from prison by U.S. agencies, it is requested that Soviet representatives be given an opportunity to meet with them.

It is also requested that a supplementary investigation be conducted concerning Valentine Petrovsky who according to MFA data was seen in a prison in Shtraubing, West Germany and about whom information was requested in a August 19 Ministry Note.

The Ministry of Foreign Affairs of the USSR directs the attention of the U.S. Embassy to the fact that in the November 23 Embassy note, there is mention only of Soviet citizens enumerated in the 19 August MFA note and there is no response to the request to turn over information on other Soviet citizens arrested by U.S. agencies.

The Soviet government expects that in accordance with obligations under the Litvinov-Roosevelt Agreement

the U.S. government will undertake necessary measures to present to the Soviet government information about those Soviet citizens who are being detained by American authorities or who could be detained by them in the future.

Moscow, 4 February 1956

Checked: Zhimushin(? signature not legible)

Спарк

Secret
Copy No. I

USSR
Ministry of Internal Affairs
February 22, 1956
No. 79/g
Moscow

To Deputy Minister of Foreign Affairs of the USSR
Comrade A. A. Gromyko
Concerning No. 168/osa

The USSR Ministry of Internal Affairs hereby informs you that U.S. citizen Sidney Ray Sparks on February 17 of this year in Berlin under a legal statement was transferred to the representative of U.S. authorities Lt. Col. HAMONDS.

During the transfer there were no complaints filed.

Signed:
Minister of Internal Affairs of the USSR
Dydorov

Handwritten notes:
By Note No. 21/osa of
February 24, 1956, the
MFA of the USSR informed the
U.S. Embassy that Sparks had been transfereed
to U.S. authorities in Berlin on February 17, 1956.
signed: February 27, 1956 by Zhimushin? (signature not legible)

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials JSD

C-190
2.09.1958

1202244

Secret
Copy No. 12

Central Committee of the CPSU

The MFA of the USSR and the Ministry of Defense of the USSR present a draft note from the Government of the USSR to the Government of the U.S. in connection with a violation of the state boundary of the USSR by an American military airplane on September 2, 1958 near Yerevan.

A draft of the resolution is attached.

Please study it.

Signed: A. Gromyko M. Malinin

September 9, 1958

#2394/gc

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date 9 Dec 99 Initials HW

Secret - Copy 9

Central Committee of the CPSU

September 12, 1958 the MFA of the USSR handed the U.S. Embassy a note concerning a U.S. airplane which crashed 55 kilometers northwest of Yerevan.

September 13 the U.S. Embassy sent a response in which an attempt is made to depict the affair in such a way as if Soviet fighter aircraft intercepted the U.S. airplane in the area of the Soviet-Turkish border around Kars; information is requested concerning the 17 member crew and the note contains a request to allow representatives of the Embassy accompanied by technical experts to investigate the circumstances of the crash onsite, to identify bodies and to undertake steps to transfer crew members' remains to the appropriate U.S. authorities. The response is clearly provocational in nature.

The MFA of the USSR, the Ministry of Defense and the Committee for State Security, under the counsel of Ministers of the USSR prepared a draft response to this U.S. note. In our response, the fabrications contained in the Embassy's note are decisively rejected. The request of the Americans about a trip to the crash area is ignored in our answer. In that connection, we have taken into consideration the fact that the region in which the U.S. plane went down is a border area, closed to foreigners and it is not desirable to admit Americans to that area.

Insofar as the Embassy's request is concerned about transferring to the U.S. side the remains of crew members, it is considered expedient to satisfy that request, after having seen to the transfer of the corpses of the dead crew members to the Committee for State Security.

A draft of the resolution is attached.

Please study it over.

V. Kyznetsov I. Kopev P. Ivashutep

September 15, 1958.
No. 2441/gs

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date 9 Dec 99 Initials TSO

Secret- Copy 9
Draft

Resolution of the Central Committee
of the CPSU

On the Response to the U.S. Embassy's note of 13 September concerning a U.S. military airplane which crashed near Yerevan

1) To approve the draft of the response presented by the MFA of the USSR, the Ministry of Defense and the Committee on State Security under the counsel of Ministers of the USSR (which is attached). To hand over to the U.S. Embassy in Moscow the note.

To publish in the Soviet press the text of the response with a short exposition of the U.S. note of 13 September.

2) To instruct the Committee on State Security and the Ministry of Defense to conduct the necessary preparation and to transfer to the U.S. side the remains of the 6 crew members of the U.S. airplane which crashed near Yerevan.

Appendix
Draft

The MFA of the USSR in connection with the note of the U.S. Embassy No. 270 of 13 September of this year deems it necessary to confirm its note of 12 September concerning the airplane of the U.S. Air Force which intentionally violated the state border of the USSR and crashed 55 miles northwest of Yerevan.

In the MFA note it is stated that said airplane crashed and burned and that at the crash site human remains were found on the basis of which it can be supposed that 6 crew members of the airplane perished. The Soviet side does not have any other information concerning members of the airplane crew.

The Soviet government decisively rejects the allegation contained in the Embassy's note to the effect that Soviet fighter aircraft intercepted the said airplane in the area of the Soviet-Turkish border near Kars as totally unfounded and provocational.

Such an unworthy attempt to place blame for the crash of the U.S. plane and its crew on the Soviet side has been undertaken apparently with a view to somehow justifying the totally obvious fact of the intentional violation by this airplane of the state border of the USSR.

The Soviet government has stated on numerous occasions that the U.S. government bears the entire responsibility for the consequences of violations of the Soviet state border by American airplanes. The Government of the U.S. ought to do one thing: once and for all forbid its military aircraft from violating the state border of the Soviet Union and the Soviet government expects precisely such measures from the U.S. government.

Insofar as the Embassy's request to transfer the remains of the crew members of the incinerated airplane is concerned, appropriate Soviet authorities are prepared to transfer those remains to a representative of U.S. authorities.

Secret, Copy 10

Central Committee of the CPSU

The Soviet Ambassador to the U.S. Comrade Men'shikov has communicated that he was invited to the State Department by the Deputy Assistant Secretary of State Murphy who made an oral demarche concerning the U.S. plane which September 2 of this year violated the state border of the USSR near Yerevan. (Cable No. 2196 from D.C.)

In connection with this Murphy claimed that presumably the airplane which violated the Soviet state border was following the beam of a Soviet radio transmitter and was shot down by Soviet fighter planes, and "eyewitnesses" saw how parchutists were jumping out of the airplane. Murphy further said that since the remains of only six crew members of this plane have been given to the Americans while there were 17 people on board, that 11 people must have remained on Soviet territory and that possibly some of them are alive.

Murphy further stated that in the newspaper "Soviet Aviation" from September 19 and 20, articles were published by a Major A. Moshkov entitled "High Mastery" which confirm in Murphy's opinion the fact the U.S. plane was shot down by Soviet fighter planes. Murphy also alleged that the Americans have a tape recording of conversation of Soviet fighter pilots among themselves and with ground stations.

Comrade Menshikov refused to discuss the question raised by Murphy having stated that concerning the question of the U.S. airplane which on September 2 violated the state border of the USSR near Yerevan, the appropriate response had already been given by the Soviet side in Moscow. He categorically rejected Murphy's allegation that Soviet pilots had shot down that U.S. plane, he refused to listen to the tape recording fabricated by the Americans and he rejected the fabrications of the Americans in relation to the article in the newspaper "Soviet Aviation."

It is absolutely apparent that the U.S. side by means of various fabrications is attempting to drag us into a new discussion of this question in order to divest itself of the responsibility for the violation of the Soviet border by an American plane and place this responsibility on the Soviet side.

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date 9 Dec 99 Initials JSE

In connection with the fact that the position of the Soviet government concerning the said U.S. airplane has already been put forth in three notes sent to the U.S. Embassy and published in the Soviet press, the MFA of the USSR would deem it appropriate at the present time not to engage in a discussion of this question with the Americans and to confine itself to the response which was given by Comrade Menshikov in his conversation with Murphy. Should the American side mention this, they ought to be told that the notes sent by the Soviet side on this question and also the response of Ambassador Menshikov of November 14 to Murphy's statement have totally exhausted this question and the Soviet side has nothing further to say on the subject.

Please look this over.

Signed:
A. Gromyko

December 6, 1958
No. 3169/gs

OSA 24

Secret-Copy 10

Central Committee of the CPSU

On 4 May of this year, U.S. Ambassador Thompson handed over to Comrade N. S. Krushchev an Aide Memoire in which is expressed concern by the President of the U.S. over the fate of 11 American pilots who presumably having been aboard a U.S. C-130 airplane which violated the state border of the USSR September 2, 1958 crashed in the area of Yerevan. It cannot be ruled out that the Americans will publish their Aide Memoire.

In connection with this the MFA of the USSR would consider it advisable to pass on to the U.S. Charge in the USSR Mr. Davis our Aide Memoire on this question which should the necessity arise could be published. In our note the response given by Comrade N. S. Krushchev to U.S. Ambassador Thompson ought to be set forth.

A draft of the resolution is attached.

Please look it over.

Signed:
V. Kuznetsov

May 15, 1959
No. 1200/gs

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 DEC 99 Initials TKO

Secret-Copy 11

Central Committee of the CPSU

On August 1 of this year, U.S. Vice President R. Nixon sent Comrade N. S. Krushchev a letter which contains a request to present information concerning the fate of 11 Americans who presumably were located on board a U.S. military aircraft which crashed near Yerevan on September 2, 1958. In his letter Nixon calls the question of the fate of the 11 crew members of said airplane "a serious impediment to improvement of relations between the USSR and the U.S."

In accordance with instructions, the MFA of the USSR hereby presents the draft response of Comrade N. S. Krushchev to said letter of R. Nixon.

A draft of the resolution is attached.

Please look it over.

Signed:
A. Gromyko

August 17, 1959
No. 2062/gs

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials TSH

Draft

Dear Mr. Nixon:

I familiarized myself with your letter of August 1 of this year in which once again the question is raised concerning the U.S. military aircraft which crashed September 2, 1958 on Soviet territory 55 kilometers northwest of Yerevan.

I will say straight away that for you to raise this question after the Soviet government on its part has done everything possible to clarify the circumstances of this crash and having exhaustively informed the American side about the results of the investigation cannot help but call forth from us, at a minimum, surprise. This cannot be evaluated in any other fashion than as an attempt to create artificial impediments to the improvement of U.S.-Soviet relations.

The Government of the U.S. has already been informed that on September 2, 1958 Soviet fighter planes did not shoot down any U.S. aircraft whatsoever and that on that day near the City of Yerevan a U.S. military aircraft crashed and at the crash site human remains were discovered. On the basis of those remains which on September 24, 1958 were transferred to the U.S. side, it was possible to assume that six crew members had perished. No other U.S. pilots from said airplane were found in the Soviet Union and consequently they are not here.

I appreciate the feelings of the relatives of those who perished in the plane crash. However, it is absolutely apparent that the ones who have to answer before U.S. public opinion and before the relatives of those who perished are those who direct implementation of such flights by American airplanes.

I would like to direct your attention, Mr. Vice President, to the fact that in relations between our countries such questions would never arise if U.S. airplanes did not fly in direct proximity to Soviet borders and did not allow themselves violations of those borders for purposes which in no way whatsoever can be compatible with the task

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials TJK

of improving Soviet-American relations. Meanwhile, such U.S. aircraft flights in violations of Soviet borders by them continue to take place. In particular, such flights were recorded in the east of our country literally on the eve of your trip to the Soviet Union.

I am informing you about this in the hope that such actions will be halted by the U.S. side. Something which undoubtedly will be an important contribution to the development and strengthening of relations between our two countries. In other words termination of these actions will foster achievement of those noble goals -- termination of the "cold war" and strengthening of peace -- to the discussion of which you and I devoted not a few hours during your stay in our country.

With sincere respect

N. Krushchev

No. 2062/gs

Cumish

Secret
Copy No. 1

USSR
Ministry of Internal Affairs

Prison Section
August 27, 1955
K-No. 28/34829
Moscow

To the Director of Section of the Countries of America,
MFA USSR
Comrade A. A. Soldatov

I am sending a letter for your examination from an American citizen, Wilfred Cumish, which is addressed to the U.S. Embassy in Moscow with his request for financial help.

Cumish, who was released early from detention on the basis of an Ukaz of August 22, 1955 and September 5 of this year, is subject to transfer to U.S. authorities in Berlin.

Attachment: as stated on Page 1

Signed:

Deputy Director of the Prison Section of the Ministry of Internal Affairs of the USSR
Colonel Gromov

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date 9 Dec 99 Initials WH

Text of Cumish letter:

2174 osa

Wilfred Cumish
ASN 14208431
M I S.

Dear Sir:

Text in English in original

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials WCJ

Secret
Copy No. 1

USSR
Ministry of Internal Affairs
Prison Section
September 8, 1955
No. 28/3/5111

To the Chief of the U.S. Section of the MFA of the USSR
Comrade Bazykin
Copy: To the Head of the First Special Section of the
Ministry of Internal Affairs of the USSR
Colonel A. P. Sirotin
Concerning No. 40/5-34486 from August 24, 1955

This is to inform you that U.S. citizens Hopkins, Frederick Charles, b. 1921, Cumish, Wilfred, b. 1915, and Filde Murray (aka Feinhersh), b. 1919, have been released early from their places of detention on the basis of an Ukaz of the Presidium of the Supreme Soviet of the USSR of August 22, 1955 and September 5, 1955 were transferred in Berlin to a representative of U.S. authorities in Berlin, Mr. DuBois.

During the transfer no complaints were registered.

Signed:

Deputy Chief of the Prison Section of the Ministry of Internal Affairs of the USSR

F. Evsenin

Handwritten:

By Note No. 82/osa of September 14, 1955
the U.S. Embassy was informed that Cushin, Filde and Hopkins were transferred to representatives of U.S. authorities in Berlin on 5 September 1955.
(signature unreadable) perhaps:
Zhimunin??

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9/8/99 Initials DS

Top Secret
Copy No. 1

Committee for State Security
under the Counsel of Ministers
USSR
October 28, 1955
No. 5214/1
Moscow

To the Deputy Minister of Foreign Affairs of the USSR
Comrade V. A. Zorin

Concerning No. 959/osa of October 15, 1955

Baumeister, aka Bomister - Bomeister William, Willy, George, has not been located among those arrested and serving sentences in the USSR.

Deputy Chairman of the Committee of State Security
K. Lunev

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date 9 Dec 99 Initials 7820

Secret
Copy No. 2

(something missing) Section of the Countries of America

December 20, 1955

No. 1243osa

To the Chief of the Second Main Directorate of the KGB
Comrade P. V. Fedotov

To Your No. 5214/1 of October 28, 1955

The U. S. Embassy in Moscow has gotten in touch with the MFA of the USSR through a new note which contains a request to pass on information about an American citizen, Baumeister, who is presumably being detained in the Soviet Union. In the note it says that in 1949 Baumeister was working in one of the foundries near Kuibyshev.

In connection with this new appeal from the Embassy, I request that you order a supplementary investigation concerning Baumeister. Please inform the MFA of the USSR about the results of your investigation.

Attachment: U. S. Embassy Note of December 17, 1955
(attachment is one page) (unclassified)

Deputy Director of the Department of the Countries of America
V. Bazykin

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials JDW

Top Secret
Copy No. 1

To No. 1243osa

KGB

Second Main Directorate
December 31, 1955
No. 2/I-2772
Moscow

To Comrade V. I. Bazykin

As a result of the supplementary investigation we have not been able to establish that Baumeister, William is living in the City of Kuibyshev or Kuibyshev Oblast'.

There is no data in the KGB about him working at enterprises in Kuibyshev or being self-employed (? -- Russian acronym ITL).

Signed:

Deputy Chief of Directorate No. 2 of the KGB
Gorbatenko

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials JSB

Airplane B-29
13.06.52

To the Deputy Minister of Foreign Affairs of the USSR,
V.A. Zorin

Concerning the substance of the Note from the U.S. Embassy of June 18th 1952 (No. 689) we can state that on June 13th of this year at 1735 a U.S. B-29 plane was shot down by a MIG-15 airplane of the Airforce of the Soviet Army over our territorial waters in the Sea of Japan.

The location of the wreckage of the unidentified airplane indicated in the Note from the U.S. Embassy (41 degrees 39 minutes North latitude and 133 degrees 55 minutes East longitude) is 80 miles south of Valentine Bay (105 miles to the east of Vladivostok.)

No wreckage of the shot down airplane, weapons or members of the crew were found by border patrol boats or duty border patrol teams.

/s/

N.Stakhanov
Deputy Minister
of State Security
of the USSR

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials JW

The Government of the Union of Soviet Socialst Republics deems it imperative to inform the Government of the United States of America of the following:

According to reliable data from July 29th 1952, around 7:00 Vladivostock time, a four engine B-50 bomber with U.S. wing markings violated the state border of the USSR first in the area of Cape Hamov and it continued its flight over Soviet territory close to Askold not far from Vladivostock. When two Soviet fighters approached to indicate to the U.S. plane that it was over Soviet territory and suggest that it get out of Soviet airspace, the U.S. plane opened fire on them and did serious damage to one of the said Soviet airplanes which suffered damage to its fusilage and left wing and experienced depressurization of the cockpit. The Soviet planes were forced to open fire in response after which the U.S. plane retreated in the direction of the sea.

To the U.S. Embassy Moscow.

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials TSS

Handed over by
U.S. Ambassador Bohlen to
A. A. Gromyko during a meeting
July 31, 1953.

Translation from English.

Aide Memoire

My government has instructed me to express the most decisive protest concerning the fact that on July 29 a U.S. RB-50 military airplane was shot down by a Soviet airplane while the U.S. plane was making an ordinary flight over the Sea of Japan in order to study navigation.

The second pilot of the U.S. airplane, rescued by a U.S. vessel approximately 40 miles off the Soviet coast south of Cape Povorotny confirmed that his aircraft with a crew of 17 members had been attacked by one or more Soviet MIG 15 airplanes, which having fired on his motors and having caused a fire there thus caused the U.S. plane to crash.

Further information was received to the effect that other members of the crew who survived were picked up by Soviet vessels in the vicinity of the crash site. My government has instructed me to request that Soviet authorities inform us without delay about the condition of those individuals and also about what measures are being taken for their repatriation in the immediate future.

U.S. Embassy
Moscow, 31 July 1953

Alekseyeva
(translator)

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials TJS

Handed over by
U.S. Ambassador Bohlen
to V. M. Molotov
August 4, 1953

Translation from
the English

Memorandum

What follows is U.S. Government information on individuals who survived the incident with the B50 airplane:

1) The second pilot was saved by an American vessel 40 miles off the Soviet coast to the south of Cape Povortny.

2) The first pilot ejected simultaneously with the second pilot and it is supposed that other crew members also ejected.

3) Airplanes which conducted search and rescue operations dropped a life raft to other survivors and the crew of these airplanes are more or less sure that at least four and possibly a larger number of survivors made it into the life raft.

4) Those same U.S. airplanes discovered approximately nine Soviet PT vessels, approximately in this region and at least six of those PT vessels headed for the site where the wreckage of the plane was later discovered. A Soviet trawler was also discovered approximately in the indicated region.

On the basis of the above mentioned observations and testimony of the rescued second pilot it is thought to be highly likely

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date 9 Dec 99 Initials DCO

that other crew members survived and that they possibly were rescued by Soviet vessels. In view of this the U.S. government urgently requests the Soviet government to conduct a further investigation of the whereabouts of any possible survivors from the crew.

Translator: O. Troyanovsky

cc:
Comrades Molotov
Gromyko
Zorin
Podtserob
Department of Countries of America
596/M

No. 25/osa

In connection with the Aide Memoire of the U.S. Embassy of July 31, 1952 the Government of the Union of Soviet Socialist Republics deems it necessary to inform the government of the United States of America of the following:

In the note of the Soviet government to the Government of the U.S. from July 30, 1952 a number of substantiated facts are laid out which testify to the fact that a U.S. four engine B-50 bomber on July 29, 1952 violated the state border of the U.S.S.R., first in the area of Cape Hamov, and then continued its flight over Soviet territory near Askold Island not far from Vladivostok. When two Soviet interceptors approached in order to indicate to the U.S. plane that it was located in Soviet territory and to propose that it leave Soviet airspace, the U.S. plane opened fire on them and did serious damage to one of the Soviet planes. In connection with this the Soviet plane was forced to open

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 DEC 99 Initials JJB

return fire, after which the U.S. plane retreated in the direction of the sea.

The facts introduced above show that the allegation contained in the U.S. Government's Aide Memoire to the effect that allegedly the U.S. airplane was attacked by Soviet interceptors during one of its routine flights over the Sea of Japan contradict the established facts.

The Soviet government does not have any information whatsoever about the U.S. plane which retreated in the direction of the sea nor about its crew.

The Soviet government reconfirms its note of July 30 and insists that those individuals guilty of violating Soviet borders be called to strict accountability and we expect that the U.S. Government will take measures so as not to allow in the future violations of the government borders of the U.S.S.R. by U.S. airplanes.

The Soviet government rejects the demarche contained in the U.S. Embassy's Aide Memoire as something absolutely without foundation.

Moscow, August 3, 1953

cc: Comrades Molotov
Vyshinsky
Gromyko
Zorin
Pushkin
Podtserob
Il'ichev

DVO
Embassy of the USSR
Washington
File 2.

Ministry of Defense
of the USSR

General Staff
of the Military/Naval Forces
8 August 1953
No. 5/15272c

To the Deputy
Minister of
Foreign Affairs
Comrade A. A.
Gromyko

The allegation in the U.S. note of August 5, 1953 to the effect that July 29th of this year in the region where a U.S. surface ship discovered a second pilot of the B-50 airplane 12 Soviet PT vessels were seen, presumably picking up other crew members of that airplane who had survived the crash does not correspond to the truth.

A Soviet fishing trawler No. 423 which was catching fish passed through the area being searched by the Americans to find their airplane on July 30 around 4:00 a.m. Vladivostok time.

As has already been reported to the Commander in Chief of the Military Naval Forces Admiral N. G. Koznetsov on July 30 of this year two American minesweepers approached said Soviet fishing trawler about 4:00 a.m.

U.S. and Japanese officers located on a motor boat which had been lowered from one of the minesweepers attempted to get information from the trawler concerning the B-50 airplane and its crew; however, they were not able to get any information since the trawler had not seen any wreckage of the airplane whatsoever and had not picked up members of the crew.

Attempts by the Americans to negotiate with the trawler came to nothing whatsoever because the Americans did not have a Russian interpreter on board.

Besides that trawler there were no other Soviet vessels in the area being searched by the Americans for their plane.

Chairman of the General Staff
Admiral
B. Fokin

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date 9 Dec 99 Initials JSW

Secret. Copy No. 1
November 24, 1954
Search No. 1174/osa.

To Comrade A. A. Gromyko

We hereby present you drafts of a note to the Central Committee of the CPSU, of a resolution and a note in response to the note of the U.S. Government from October 9, 1954 concerning an incident with a U.S. plane which violated the state border of the USSR in the area of Vladivostok on July 29, 1953.

Please look these over.

(G. Tunkin) (V. Bazykin)

Done in 3 copies
1-Gromyko
2-Tunkin
3-File
No. 1691.
24.11.54

Central Committee CPSU

The Government of the U.S. in its note of October 9, 1954, has again raised the question about an incident with the U.S. B-52 military plane which violated the state border of the U.S.S.R. in the area of Vladivostok on July 29, 1953. In that note there is nothing new of any substance concerning said incident as compared to previous U.S. notes; in it the U.S. version of this incident is laid out in all kinds of detail as well as are groundless suppositions to the effect that crew members of the U.S. airplane intruder were picked up by Soviet vessels and are being held by Soviet authorities.

The U.S. Government indicates a number of complaints connected with the crash of the U.S. military plane and its crew members who perished, and in the event that the Soviet Union does not satisfy these complaints the U.S. intends to turn this question over to the International Court of Justice for study.

Moreover in its note the U.S. Government raises a question about the width of Soviet territorial waters, asserting in this connection that the width of territorial waters, 12 nautical miles, established by the Soviet Union presumably does not correspond to the norms of international law; moreover it is stated that the U.S. Government "does not accept the Soviet Government's claim to territorial waters beyond a 3 mile limit from its shore."

The text of the U.S. note was published by the State Department and at the request of the U.S. representative to the U.N. it was sent around to members of the Security Council.

The MFA of the USSR deems it expedient to send the U.S. Embassy a note in response and to append to it an extract from "the report on the circumstances of the violation of the state border of the USSR by a U.S. B-50 airplane in the region of Vladivostok on July 29, 1953."

Claims by the U.S. Government concerning compensation for loss and also its proposal to pass this affair on to the International Court of Justice for examination, in the opinion of the MFA of the USSR, ought to be rejected as groundless.

Insofar as the U.S. Government's statement

about the width of Soviet territorial waters is concerned the MFA of the USSR believes it necessary to respond to the substance of that statement.

Taking into consideration the fact that a significant amount of time has passed since the incident and that now there is no necessity to attrack the attention of the general public to this incident, the MFA of the USSR believes that it would not be expedient to publish the given note.

A draft of the resolution is attached.

Please study it.

Draft
Secret

Resolution of the Central Committee

of the CPSU

Concerning the Response to the U.S. Government's note of October 9, 1954

To affirm the draft of the note of response presented by the MFA of the USSR to the Government of the U.S. in answer to its note of October 9, 1954. (Draft attached.)

The Government of the Union of Soviet Socialist Republics referring to the note of the Government of the United States of America from October 9, 1954 deems it necessary to state the following.

In its notes of July 30, August 3 and 26, 1953, the Soviet government has already explained the circumstances of the violation of the state border of the USSR by a U.S. B-50 bomber in the area of Vladivostok on July 29, 1953.

On the basis of said notes of the Soviet government, as well as from "The report on the circumstances of the violation of the state border of the USSR by a U.S. B-50 airplane in the region of Vladivostok on July 29, 1953," an excerpt of which is attached, it is apparent that the U.S. B-50 bomber, located on July 29, 1953 over territory of the Soviet Union in the area of Vladivostok upon being approached by Soviet airplanes was the first to open fire on them in connection with which the Soviet interceptors defending the state border of the USSR were forced to open return fire. At the moment it opened fire on the Soviet fighters the intruding airplane was located at a point with the following coordinates: 42 degrees 38'3" latitude, 132 degrees 20'9" longitude, i.e., near the Soviet Askold Island, not far from Vladivostok and not 40 miles to the south of Cape Povorotny as is claimed in the U.S. Government's note. Subsequently, when the intruding aircraft retreated in the direction of the sea following a course to the southeast, the Soviet interceptors returned to their airbase.

The Soviet government has already stated that Soviet authorities have no information whatsoever concerning the fate of the

above mentioned U.S. aircraft or its crew. Since that time no further information whatsoever has been received concerning this issue.

Taking into consideration that we have carefully established the fact of the violation of the state border of the USSR by said U.S. airplane and the fact that it fired on the Soviet planes which were fulfilling their responsibilities for protecting the border of the Soviet Union, and that because of this all the responsibility for this incident has to be placed on the U.S. Government, the Soviet Government cannot accept for study the claims which are put forward in the U.S. Government's note of 8 October nor does the Soviet Government see any grounds for handing this question over for study by the International Court of Justice.

In its note of October 9 the U.S. Government alleges that presumably according to U.S. law, the width of territorial waters of national states is limited to three nautical miles. In connection with this the Soviet Government deems it necessary to direct the attention of the Government of the U.S. to that generally known fact that there do not exist any generally accepted norms of international law whatsoever which establish a maximum width for territorial waters. Establishment of the width of territorial waters is within the province of a coastal government, which determines the width its territorial waters taking into account its national interests and also the interests of international navigation. It is well known that at the present time, more than 30 governments have territorial waters which are wider than three nautical miles. Thus, the statement by the U.S. government to the effect that the 12 nautical mile width established for Soviet territorial waters is allegedly in violation of the norms of international law, does not have any foundation whatsoever.

No 2474 Copy No.1
22 September 1960
Directorate of Operations,
National AD Forces Headquarters

HEADQUARTERS
AD 10th DETACHED ARMY
August, 1960
No.02312
Arch.-SK
Troop unit 41137

TO: COMMANDER-IN-CHIEF
OF THE NATIONAL AIR DEFENSE FORCES
Moscow

Reporting Soviet Union airspace intrusion by a U.S.A.F. plane on July 1, 1960.

On July 1, 1960, at 5:23 p.m. the radar troops of the AD 21st Corps detected an airborne target in the Barents Sea at the height of 9,000 m 225 km away from the Rybachii (lat = 71°55', long = 32°15') bound southward.

Being at that time at the AD 21st Corps headquarters, I ordered one MIG-19s, and subsequently one T-3 to take off and proceed to the zones over the Kilp-Javr airfield and Kildin island.

By that time the target reached point lat = 70°42', long = 31°45', made a 120° turn and started approaching the coast.

To prevent airspace intrusion by an unknown aircraft I ordered to lead MIG-19s to a parallel course in neutral waters.

At 5:57 p.m. the flier visually detected a bomber with U.S. identification marks. At this moment the target intruded the U.S.S.R. airspace 22 km away from Cape Svyatoi Nos and headed for Arkhangelsk. A message of violation was sent to the fighter and the flier was ordered to enter a left run and signal "Follow me and land".

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date: 9 Dec 99 Initials: JSW

The U.S. plane did not respond to the signals, made a sharp turn and tried to escape.

At 6:03 p.m. the flier Cpt.POLYAKOV V.A., sighting Cape Svyatoi Nos underneath and knowing that the target violated the U.S.S.R. State border and tried to escape, opened fire and shot down the U.S. RB-47 plane east of Cape Svyatoi Nos over the U.S.S.R. territorial waters.

Some time later a Soviet trawler salved two survived crew members of the shot down plane in Soviet territorial waters. They were the plane navigator U.S.A.F. 1st Lt. John Richard MacCown and second pilot U.S.A.F. 1st Lt. Freeman Bruce Olmstead. The body of first pilot Cpt.Palm was found later.

Conclusions:

1. The U.S. bomber RB-47 clearly violated the U.S.S.R. airspace

2. Flier Cpt.POLYAKOV V.A. acted correctly, in compliance with the Minister of Defense Order No 0049 of July 4, 1958.

3. The purpose of RB-47 mission was reconnaissance and espionage.

Annex: Plan of RB-47 tracking, b/w No.913, 1 sheet, to the addressee only.

COMMANDER OF THE AD 10th DETACHED ARMY
LIEUTENANT-GENERAL OF AVIATION
/N.PETRUKHIN/

Cipher message

453399
21 July 1960

TO: COMMANDER OF AD 10th DETACHED ARMY

The General Staff entrusts you to deliver by an Army plane the body of U.S.A F Captain Palm.

The body must be delivered to Moscow on July 23 by 9:00 a.m. You'll be further advised about the landing airfield.

The zinc coffin making and the preparation of the body for transportation are entrusted to Northern Fleet Commander Admiral Chabanenko.

You are to detail an escort headed by an officer. You will draw up statements upon acceptance and transfer of the coffin with the body and personal belongings

The original signed:
DEPUTY CHIEF OF STAFF OF THE NATIONAL AIR DEFENSE FORCES
LIEUTENANT-GENERAL
/TSYGANOV/

21 July, 1960

Authenticated (signature)

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials

6 US CITIZENS FINDING THEMSELVES IN SOVIET STATE POWER UNDER VARIOUS CIRCUMSTANCES IN 50th and 60th

Within the period from 1950 to 1960 intensive violations of the USSR air boarders by the American planes were reported In nine cas the plane-violaters were shot down (damaged) by Soviet fighters ove the territory (territorial waters) of our country The crews of two planes were killed, while another two were taken prisoner. One crew of nine were handed over to the American side (Annex N1-2). There is no information about the fate of two fliers of the second crew (1st Lt John Richard Makkoun and 1st Lt Bruce Olmsted) of the American plane shot down over the territorial waters in the Barentsov sea on 1 July 1960

There is also no information about the fate of crews of five planes damaged over our territory and flying to neutral waters

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date 9 Dec 99 Initials JDJ

CPSU CC

We report additional data on violation of the USSR state board er by American plane on 2 September 1958.

Plane-violater at 15.10 was intercerted at an altitude of 10,0 meters by two pairs of MIG-17s in the area of MASTARA.

While our fighters were approaching the violator, it, making a sharp discend and turning right, began moving in the direction of the USSR state boarder showing no response to the fighters' warning shots. The fighters, by the command from the Trans-Caucasian air defense corps command post, opened fire for effect.

The plane-violator was shot down and dropped in the area of 55 kms north-west of EREVAN. The plane exploded upon impact with the ground

It is ascertained in the plane dropping area that

-plane-violator is an American military transport plane of C-130 Hercules type with four turbo-propeller engines

The camera gun film shows that the plane had the insignia of the USAF and side number 60528.

The plate found says its serial number is 337824271. series-31

-the crew were killed Until now five corpses are found in the plane impact area Also found are two identification cards issu ed by the USAF Department to captain Rudy D Swiestr and lieftenant Willand Manuel Ricardo A list of five men is found in the identifi cation card.

-captain Rudy Ji Swiestr;

-captain Edward John Djeros.

-lieftenant Willand Manuel Ricardo;

--lieftenant John Simons;

-senior sergeant Leroy Braisse

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials HEJ

The observation from air and ground states that no crew member dropped from the shot down plane by parachute.

According to the radio interception data the Americans are seaching for lost plane of C-130 type, side eumber 60528 taking off from ADANA airfield (Turkey) allegedly equipped with the newest reconnaissance equipment.

The remains of the damaged and burned plane-violator are being guarded.

The Trans-Caucasian military district command post has received instructions to bury the crew remains.

The plane remains are being further examined.

I KONEV

" " September, 1958

S BIRYZOV

" " September, 1958

A C T

on forensic medicine examination of crew remains of foreign plane shot down in the course of violation of the USSR state boarder on 2 September, 1958 south to Leninakan.

On 3 September, 1958 at 17.00 in clear sunny weather, in the open field, at a point 44 kms south to Leninakan at the proposal of acting 34-th AF commander, air force major-general K T Tsedrik, the forensic medicine examination of remains of foreign plane crew was conducted on the impact spot

The examination was conducted by chief of Trans-Caucasian military district patho-anatomist laboratory No2 lieftenant-colonel (med) B V Krukovsky in presence of deputy chief of Trans-Caucasian military district medical section, colonel (med) M.L.Skljarenko and doctor-specialist of 35-th field sanitory-epidemic detachment, lieftenant-colonel (med.) I.L.Vernik

Preliminary information

Foreign plane shot down over the Soviet territory on 2 September, 1958 at 15 06 caught fire in the air, began to fall into piece and dropped while burning on the ground 44 kms south to Leninakan The plane continued to burn on the ground The remains of the first four corpses were extracted from the burning plane wreckage on 2 September, the remains of another two corpses - in the morning of 3 September and remains of one other corpse - on 3 September at 17 00.

External examination of corpse remains

On the ground near the still smouldering remains of plane, the carbonized remains of human bodies resembling shapeless black boulder are laid. In the prcess of sorting out the following corpses are determined·

1.Carbonized part of corpse retaining bones of shoulder girdle neck part of the backbone and bones of skull base

2.Carbonized sharply deformed trunk without a head with carbonized upper and inferior limbs; not subject to carbonizing was only one port of the right foot where the skin resembles a smoth shining crust with red srots.

3.Sharply deformed carbonized body with carbonized upper limbs and carbonized thigh; legs and feet are lacking.

4 Carbonized upper part of the body with the remains of head with upper limb and left shoulder; left forearm and left hand are lacking.

5.Sharply deformed and crushed carbonized body with remains of skull and with upper limb; inferior limbs are lacking

6 Sharply deformed carbonized body with carbonized upper limb and with carbonized thigh, cruses are lacking.

7 Sharply deformed carbonized upper part of the body with the remains of head (lower jaw with teeth is completely preserved) and with right upper limb.

Besides, the following separate carbonized remains of the corpses have been determined:

1 Carbonized muscle with a part of right iliac bone and upper part of right thigh bone

2 Carbonized muscle with pieces of ribs from upper section of the chest

3.Carbonized left inferior limb with a part of left iliac bone

4 Sharply deformed, crushed and carbonized lower part of the body with inferior limbs

5 Carbonized part of pelvis with upper part of the right thigh

6.Carbonized part of pelvis with a piece of iliac bone and head of thighbone

CONCLUSION

Based on the examination of the remains of the foreigh plane crew it is established that the carbonized parts of human bodies fo on the plane impact place belong to seven corpses.

It is impossible to identify the killed persons because of gre destruction of the corpses caused by their partly burning and compl burning of some separate parts.

The forensic medicine examination was conducted by:

Chief of PAL N2 of the TCMD

Lt-Col (med) KRUKOVSKY

Present at the examination:

Deputy chief of medical section. TCMD

Colonel (med) SKLJARENKO

Doctor-specialist of 35-th FSED

Lt-Col (med) VERNIK

Operational Deportment of

Country AD Forces HQs

CPSU CC

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials WES

On 7 June, 1958 at 18 30 the USSR state boarder in the area south to EREVAN from Turkey direction was violated by an American military plane.

The violate flying at an altitude of 5,500 m and at a speed of 500 kms per hr intruded the USSR territory up to 170 kms.

The alert fighters from the 976-th fighter aircraft regiment, 259-th fighter aviation division, Baku AD district (fliers: captain SVETLICHNIKOV and senior lieftenant ZAHAROV) intercepted the violator at 18 44 in the area 20 kms east to SEVAN lake and forced it by signals to land. The crew of the plane-violator did not follow the fighters' command "Go for landing" and continued its flight in BAKU direction. The country AD command post ordered the fighters to force the plane to land and the fighters executing the order opened barrage fire, after that the violator tried to go in the direction of Iran Seeing that the violator does not obey the order, the fig' ters, by the command post instructions, opened fire and set fire to

Five men dropped from the plane by parachute while another fou landed the burning plane on GINDARH field aerodrome (105 kms south-east to KARDAMIR).

The remaining parts of surfaces and tail unit belong to four-engine military transport plane of C-118 type and have the insignia of the USAF and number 13822 The remains of the burned plane are being examined.

Out of nine American servicemen two were lightly burned

On board of the plane-violator were: colonel Brenier, majors

Lails, Allan and Krans, captain Kame, lieftenant Leger, sergeant and two Army soldiers.

The preliminary interrogation and radio reconnaissance data ascertain:four-engine Duglas C-118 plane, 7405-th aviation squadron. 710-th military transport aviation group, USAF (Visbaden airbase, W.Germany) under command of major LAILS took off at 15.45 from Nicos (Cypres)) through ADANA, DIARBEKIR, VAN lake, RESAIE lake to Tehran without landing.

The plane passing SIIRD (80 kms south to VAN lake) at 18.57 took a course to EREVAN-BAKU instead of Tehran The weather at that time in the area south to VAN lake was clouds amount of 6-9. height of 600-1,000 m, visibility of 10 kms.

The detained American servicemen are delivered to KIROVABAD where interrogation is being conducted.

SOKOLOVSKY

IAKOVLEV

" " June, 1958.

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 9 Dec 99 Initials 7825

Date:	February 16, 10:13-10:30 p.m.
Area of violation:	Lepaya, Nidden, Cape Taran
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	Fighters did not take off
Air Force interceptors:	because of bad weather conditions
Interception results:	-

Date:	February 28, 6:06 p.m.
Area of violation:	10km west of Cape Taran
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	Fighters did not take off
Air Force interceptors:	because of bad weather conditions
Interception results:	-

Date:	March 2, 7:21 p.m.
Area of violation:	25 km north of Dorserort
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	Fighters did not take off
Air Force interceptors:	because of bad weather conditions
Interception results:	-

Date:	March 6, 5:45 p.m.
Area of violation:	10 km southwest of Lepaya
Altitude:	2,000 m
Intruder aircraft:	One B-17
Navy Aviation interceptors:	Four R-39 took off to intercept
Air Force interceptors:	-
Interception results:	Directing effected. Interceptor gained distance and escaped to sea

Date:	April 14, 1:32-1:52 p.m.
Area of violation:	15 km southwest of Lepaya
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors	-
Air Force interceptors:	Two La-11 54th fighter wing
Interception results:	No encounter

Date:	April 15, 4:07 p.m.
Area of violation:	10 km west of Lepaya
Altitude:	300 m
Intruder aircraft:	One B-29
Navy Aviation interceptors:	Three R-39 took off to intercept. One R-39 encountered B-29 in circling flight
Air Force interceptors:	Two La-11 54th fighter wing
Interception results:	No encounter. B-29 escaped to sea

Date:	September 2, 1:40-1.54 a.m.
Area of violation:	5-10 km north of Rugen Island
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	One R-39
Air Force interceptors:	-
Interception results:	No encounter

Date:	September 15, 4:42 p.m.
Area of violation:	5-6 km north of Svineuistse
Altitude:	1,000 m
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	Two R-39
Air Force interceptors:	-
Interception results:	No encounter

Date:	September 15, 5:00 p.m.
Area of violation:	3-4 km north of Kolobzheg
Altitude:	2,500-3,000 m
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	Two R-39
Air Force interceptors:	-
Interception results:	No encounter

Date:	September 29, 3:15 a.m.
Area of violation:	Sukhaya Rechka. Parachutist dropped
Altitude:	-
Intruder aircraft:	-
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	October 1, 11:44p.m - 12:17 a.m
Area of violation:	5 km east of Russky Island
Altitude:	-
Intruder aircraft:	Two unidentified
Navy Aviation interceptors:	Two R-63
Air Force interceptors:	-
Interception results:	No encounter

Date:	October 1, 12:25 p.m.
Area of violation:	Posyet Bay (lat 42½25' long 130½43'
Altitude:	3,800 m
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	October 11, 1:10 p.m.
Area of violation:	Cape Seisura
Altitude:	3,000 m
Intruder aircraft:	Three unidentified
Navy Aviation interceptors:	Two R-63
Air Force interceptors:	-
Interception results:	No encounter

Date:	October 12, 12:10 p.m.
Area of violation:	23-25 km west of Kraskino
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	October 8, 4:18-4:23 p.m.
Area of violation:	Barabash Station. Fired Sukhaya Rechka airfield making three runs
Altitude:	150 m
Intruder aircraft:	Two F-80
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	October 15, 11:05-11.34 a.m.
Area of violation:	Tuymen-Ula river mouth, Golubiny Rock

Altitude:	1,000-2,000 m
Intruder aircraft:	One B-29
Navy Aviation interceptors:	Two R-63
Air Force interceptors:	-
Interception results:	No encounter

Date:	December 26, 1:50 p.m.
Area of violation:	Tyumen-Ula river
Altitude:	7,000 m
Intruder aircraft:	One B-29
Navy Aviation interceptors:	-
Air Force interceptors:	Two MIG-15 54th AF
Interception results:	Fired on intruder

1 9 5 1

Date:	February 12, 11:05 p.m.
Area of violation:	Aniva Bay (lat 46½30′ long 142½45′)
Altitude:	2,500 m
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	October 26, 1:24 p.m.
Area of violation:	20-25 km southwest of Cape Povorotny. Fired on Li-2 at 1:16 p.m. (lat 42½10′ long 132½45′)
Altitude:	100 m
Intruder aircraft:	One B-26
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	November 2, 11:47-12:00 a.m.
Area of violation:	40 km southwest of Kraskino, Cape Seisura
Altitude:	1,000 m
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	November 6, 10:13 a.m.
Area of violation:	20-30 km southeast of Cape Ovsyankin. Fired on our plane
Altitude:	-
Intruder aircraft:	One Neptune
Navy Aviation interceptors:	Two La-11 covered our plane
Air Force interceptors:	-
Interception results:	Neptun shot down. Sank 33 km southeast of Cape Ovsyankin

1 9 5 2

Date:	January 1, 6:48 - 7:00 a.m.
Area of violation:	Vladimir Bay, Tadushi Nook
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	Fighters did not take off
Air Force interceptors:	-
Interception results:	-

Date:	January 20, 12:05 - 12.21 a.m.
Area of violation:	Sakhalin Island (lat 46½10′ long 141½25′, lat 46½10′ long 141½55′, lat 45½43′ long 142½15′)
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	February 4, 7:30 a.m.
Area of violation:	Simushir island, Kuril Islands
Altitude:	-
Intruder aircraft:	One [?]-engine plane
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	February 20, 2:20 p.m.
Area of violation:	Kunashir island (lat 43½50′ long 145½32′)
Altitude:	-
Intruder aircraft:	One [?] fighter
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	March 16, 2:12 p.m.
Area of violation:	Zelyony island, Kuril Islands (lat 43½30′ long 146½35′)
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	March 23, 12:13 p.m.
Area of violation:	Kuril Islands (lat 45½56′ long 150½15′)
Altitude:	-
Intruder aircraft:	One B-29
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	March 26, 1:43 - 1:55 a.m.
Area of violation:	Nevelsk, Sakhalin (lat 46½55′ long 141½42′, lat 46½28 long 141½32′ lat 46½12′ long 141½32′, lat 46½10′ long 141½32′)
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	Four R-63 took off from Korsakov airfield
Air Force interceptors:	-
Interception results:	No encounter

Date:	March 27, 12:28 - 12:38 p.m.
Area of violation:	Iturup island, Kuril Islands
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	March 29, 10:50 - 10:57 a.m.
Area of violation:	Simushir island, Kuril Islands
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	February 20, 11:50 a.m.- 1:58 p.m.
Area of violation:	Kuril Islands (lat 52½47′ long 159½43′)
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	
Interception results:	No encounter

Date:	February 23, 8:03 - 8:07 a.m.
Area of violation:	Kuril Islands (lat 45½06′ long 147½45′, lat 44½50′ long 147½15′)
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	
Interception results:	-

Date:	February 25, 5:05 - 5:08 p.m.
Area of violation:	Zelyony island, Kuril Islands (lat 43½34′ long 146½06′, lat 43½18′ long 146½28′)
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	March 1, 12:00 p.m.
Area of violation:	Cape Olyarovsky, Sambovaya Bay
Altitude:	appr. 3,000 m
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	Four MIG-15 took off from Unashi airfield
Air Force interceptors:	-
Interception results:	No encounter

Date:	March 11, 10:41 a.m. - 1:00 p.m.
Area of violation:	Iturun island, Kuril Islands
Altitude:	-
Intruder aircraft:	One B-29 (supposedly)
Navy Aviation interceptors:	-
Air Force interceptors:	Far Eastern Military District fighters took off
Interception results:	No encounter

Date:	April 17, 1:36 a.m.
Area of violation:	Cape Peschany, Sovetskaya Gavan (lat 48½13′ long 140½13′)
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	June 13, 5:18 p.m.
Area of violation:	Cape Ostrovnoi
Altitude:	1,500 m
Intruder aircraft:	One B-29
Navy Aviation interceptors:	Two MIG-15 took off from Unashi airfield
Air Force interceptors:	-
Interception results:	B-29 shot down

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Date:	June 20, 2:28 - 2.38 a.m.
Area of violation:	Peter the Great Bay, Vladivostok (lat 42½15′ long 131½00′, lat 42½37′ long 131½45′). Penetration into our territorial waters appr. 15 km
Altitude:	2,000 m
Intruder aircraft:	One Neptune
Navy Aviation interceptors:	One MIG-15 took off from Unashi airfield
Air Force interceptors:	-
Interception results:	Without directing

Date:	July 3, 10:34 p.m. - 1:55 a.m.
Area of violation:	Maneron island (lat 46½15′ - long 141½20′), Cape Gilyak (lat 46½56′ long 138½45′)
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	One MIG-15 patrolled in the area of Sovetskaya Gavan
Air Force interceptors:	-
Interception results:	Without fighter directing

Date:	July 6
Area of violation:	Dasanshan island, Port Arthur
Altitude:	-
Intruder aircraft:	Six unidentified
Navy Aviation interceptors:	-

Air Force interceptors:	-
Interception results:	-

Date:	July 10, 2:11-2:13 a.m.
Area of violation:	Port Arthur (lat 39½04′ long 122½40′, lat 38½58′ long 122½48′)
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	Fighters took off
Interception results:	No encounter

Date:	September 12, 4:42 p.m.
Area of violation:	Tyumen-Ula river mouth. Penetration into our territory appr. 1.5 km in the area of Posyet
Altitude:	-
Intruder aircraft:	Two F-80
Navy Aviation interceptors:	Four MIG-15 patrolled in the area of Posyet from 4:54 to 5:10 p.m.
Air Force interceptors:	-
Interception results:	No encounter

Date:	September 30, 8:57 - 9.03 p.m.
Area of violation:	Nevelsk, Sakhalin; Cape Kuznetsov, Sakhalin (lat 46½18′ long 141½58′, lat 46½17′ long 141½55′)
Altitude:	200 m
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	One R-63 took off from Korsakov airfield
Air Force interceptors:	One MIG-15 took off from Kostromskoye airfield and one MIG-15 took off from Khomutovo airfield
Interception results:	No encounter

Date:	October 7, 3:33 p.m.
Area of violation:	Yuri island, Kuril Islands
Altitude:	-
Intruder aircraft:	One B-29
Navy Aviation interceptors:	-
Air Force interceptors:	Four fighters took off
Interception results:	B-29 shot down

Date:	October 13, 9:33 a.m
Area of violation:	Yuri island, Kuril Islands
Altitude:	600 m
Intruder aircraft:	One B-29
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-

Date:	November 3, 11:01 a.m.
Area of violation:	Posyet, Tuymen-Ula river. Penetration into our territory appr. 0.5 km
Altitude:	900 m
Intruder aircraft:	One F-80
Navy Aviation interceptors:	Four MIG-15 took off from Novorossia airfield to barrage AA artillery opened fire in the area of Posyet
Air Force interceptors:	
Interception results:	No encounter

Date:	November 18, 2:48 - 2:51 p.m.
Area of violation:	30-35 km south of Cape Gamov
Altitude:	-
Intruder aircraft:	
Navy Aviation interceptors:	Four MIG-15 from Unashi airfield delivered barrage
Air Force interceptors:	-
Interception results:	One MIG-15 shot down, fell in the area of Cape Lion

1 9 5 3

Date:	February 17, 9:55 - 10:10 a.m.
Area of violation:	Kunashir island, Kuril Islands (lat 43½43′ long 145½28, lat 43½37′ long 145½28′). Two violations of State border
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-
Note:	File 31, Vol. 1, p. 107

Date:	February 18, 3:04 - 3:05 p.m.
Area of violation:	La Perouse Strait (lat 45½47′

	long 142½03′, lat 45½43′ long 142½00′). Penetration into our territorial waters appr. 10 km.
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	Two MIG-15
Interception results:	No encounter
Note:	File 31, Vol.1, p.109
Date:	February 18, 2:58 - 3:00 p.m.
Area of violation:	La Perouse Strait (lat 45½43′ long 142½04′). Penetration into our territorial waters appr. 8 km
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	Two MIG-15 29th AF
Interception results:	No encounter
Note:	File 31, Vol. 1, p. 109
Date:	February 18, 5:25 - 5:26 p.m.
Area of violation:	La Perouse Strait (lat 45½47′ long 142½08′, lat 45½45′ long 142½10′). Penetration into our territorial waters appr. 9 km
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	Two MIG-15
Interception results:	No encounter
Note:	File 31, Vol. 1, p. 109
Date:	February 28, 10:17 - 10:21 a.m.
Area of violation:	Shikotan island, Kuril Islands (lat 43½54′ long 146½40′, lat 43½48′ long 146½33′, lat 43½34′, long 146½36′)
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-
Note:	File 31, Vol. 1, p. 129
Date:	March 15, 11:57 a.m.- 12:30 p.m.
Area of violation:	South Kamchatka (lat 52½04′ long 158½05′, lat 52½12′ long

	158½33′, lat 52½47′ long 159½24′)
Altitude:	-
Intruder aircraft:	One B-29
Navy Aviation interceptors:	-
Air Force interceptors:	Four MIG-15
Interception results:	Encounter at 12:30 25 km east of Zhupanovo. B-29 escaped into clouds
Note:	File 31, Vol. 1, p. 167

Date:	May 13, 12:59 - 1.47 a.m.
Area of violation:	Khasan Lake, Vodorazdelnaya Mt., Cape Turin, Vladivostok
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	Fighters did not take off
Air Force interceptors:	because of bad weather conditions
Interception results:	-
Note:	File 31, Vol. 2, p. 3

Date:	May 8-9, at night
Area of violation:	Moneron island, Cape Boro, Cape Surkum
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	Two MIG-15
Air Force interceptors:	-
Interception results:	Without fighters directing
Note:	File 31, Vol. 1, p. 292

Date:	May 13, 1:00 - 1:06 a.m.
Area of violation:	Malaya Tigrovaya Mt., 10 km west of Verkhnee Yanchikhe. Second time, Vodorazdelnaya Mt., Gurim peninsula, northern section of Russky island, Ussuriisky Strait
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-
Note:	File 31, Vol. 2, p. 3

Date:	May 25, 11:17 - 11.23 a.m.
Area of violation:	Tyumen-Ula river mouth, Podgornaya Mt. (lat 42½28′ long 130½38′). Penetration into our territory appr. 8 km (to Doratsin Lake)
Altitude:	3,000 m
Intruder aircraft:	Two unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-
Note:	File 31, Vol. 2, p. 30

Date:	June 13, 10:28 - 10:31 p.m.
Area of violation:	Podgornaya Mt. Penetration into our territory appr. 7 km
Altitude:	5,000 m
Intruder aircraft:	One [?]-engine bomber
Navy Aviation interceptors:	One MIG-15
Air Force interceptors:	-
Interception results:	No encounter
Note:	File 31, Vol. 2, p. 69

Date:	June 21, 8:30 - 8:31 a.m.
Area of violation:	Sibotsu island, Kuril Islands (lat 43½32′ long 145½50′)
Altitude:	-
Intruder aircraft:	Two unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-
Note:	File 31, Vol. 2, p. 85

Date:	July 21, 1:25 p.m.
Area of violation:	Southwest of Shikotan, Kuril Islands (lat 43½25′, long 146½05′)
Altitude:	-
Intruder aircraft:	One unidentified
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-
Note:	File 31, Vol.2, p. 148

Date:	July 26, 11:17 - 11:22 a.m.
Area of violation:	Tyumen-Ula river mouth
Altitude:	-
Intruder aircraft:	Two unidentified
Navy Aviation interceptors:	Six MIG-17

Air Force interceptors:	-
Interception results:	No encounter
Note:	File 31, Vol. 2, p. 154

Date:	July 26, 6:18 p.m.
Area of violation:	Cape Seisura. Penetration into our territory appr. 8 km
Altitude:	-
Intruder aircraft:	Two unidentified
Navy Aviation interceptors:	Four MIG-17
Air Force interceptors:	-
Interception results:	No encounter
Note:	File 31, Vol. 2, p. 156

Date:	July 29, 8:50 and 11.00 p.m.
Area of violation:	Cape Povorotny
Altitude:	-
Intruder aircraft:	
Navy Aviation interceptors:	-
Air Force interceptors:	-
Interception results:	-
Note:	File 31, Vol. 2, p. 162

Date:	July 29, 6:59 - 7:11 a.m.
Area of violation:	Cape Gamov, Ascold Island
Altitude:	7,000 m
Intruder aircraft:	B-50
Navy Aviation interceptors:	Two MIG-17
Air Force interceptors:	-
Interception results:	B-50 shot down 12-15 km south of Ascold Island

Date:	July 30, 7:35 and 8:01 a.m.
Area of violation:	Cape Povorotny (lat 42½35′ long 133½02′, lat 42½30′ long 133½01′). Two violations of the State sea border
Altitude:	-
Intruder aircraft:	Two unidentified
Navy Aviation interceptors:	Fighters did not take off Air
Force interceptors:	because of bad weather conditions
Interception results:	-
Note:	File 31, Vol.2, p. 164

Date:	September 9, 3:06 - 3:08 p.m.
Area of violation:	Cape Ostrovnoi. Penetration into territorial waters appr.